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8 UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY

9 SYSTEM NAVIGATION STUDY PUBLIC WORKSHOP

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13 taken at the Des Moines Botanical Center, 909 East

14 River Drive, Des Moines, Iowa, commencing at

15 8:15 p.m., Tuesday, August 3, 1999.

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25 DARCY K. METTLER - CERTIFIED SHORTHAND REPORTER

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## 1 P R O C E E D I N G S

2 MR. WIEDMAN: Okay. Let's get settled  
3 back into your chairs. Okay. Let me take a  
4 minute to describe the last two parts of the  
5 evening, and let me also say thank you for being  
6 willing to go into the groups. I know it's much  
7 more productive. Everyone gets a chance to have  
8 their say instead of one person on the mike and  
9 the other 45 people sit. So thank you. There's a  
10 lot of information that's coming out of the  
11 groups.

12 In Part 3, the question-and-answer  
13 session, we have a format that seems to have  
14 worked pretty well. We try to take some  
15 representative questions from each of the groups.  
16 You'll see a facilitator's handing Gary some  
17 cards.

18 What we'll do is take three or four  
19 questions from each group. He'll look at the  
20 questions and make sure that those disciplines,  
21 where it's appropriate, get the cards, and they  
22 have a chance to kind of formulate their answer.

23 After we run through those, we'll open it  
24 up to questions from the floor, and unfortunately,  
25 tonight we only have two mikes; one up here, and

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1 one in the middle. Because Darcy is now recording  
2 our question-and-answer session and also  
3 statements, you'll need to come to the mikes to  
4 make sure there's not an amplitude problem.

5           When we finish the question-and-answer,  
6 we'll move into the more formal. Those of you  
7 that want to make statements and you've come with  
8 prepared remarks, if you have, and you want to  
9 summarize them, I'll take a quick check to see how  
10 many want to make statements when that fourth part  
11 moves up, and then we'll see how much time each  
12 person has.

13           But if you've brought prepared  
14 statements, please make sure the Corps gets a copy  
15 of it, because that's helpful, along with the  
16 other information we've gathered.

17           And, Gary, are you ready to go? Okay.

18           MR. LOSS: What we've been doing at the  
19 previous meetings is trying to answer several of  
20 the questions that come up in the groups. That's  
21 why you're using the cards, to try and get those  
22 divided up into the different disciplines. So  
23 we're going to do that again tonight in trying to  
24 answer as much as we can, but then you'll also  
25 have an opportunity to ask us those questions that

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1 we don't answer completely here.

2           There's two questions here related --  
3 sort of general -- what mechanism does the Corps  
4 have in place to compare the economic importance  
5 of the Upper Mississippi River infrastructure  
6 investments with investments in other river  
7 systems? The Ohio River System has captured a  
8 lion's share of the inland waterways trust fund  
9 for the past 20 years.

10           The second question: Why does the Ohio  
11 system get all of new investment dollars?

12           Probably the politically correct answer  
13 to that question is that that's why we go through  
14 the economic analysis that we go through. You saw  
15 me show before the average annual net benefits.

16           It's a very carefully prescribed system  
17 that's laid out for the Corps of Engineers to use  
18 so we can compare one study to another. As it  
19 goes to Washington, they can sort through this and  
20 determine where the most net benefits are for the  
21 country.

22           The other part of it is politics, and the  
23 Ohio River has had a strong, lush, political  
24 contingent that has been able to capitalize on  
25 getting monies brought back to the Ohio River, and

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1 it's just the reality of what's going on.

2           It depends on who we elect as Congressmen  
3 from the Midwest and what kind of connections they  
4 have there. So it's a reality.

5           In our study here we're trying to come up  
6 with the best analysis we have, what the costs and  
7 benefits are related to the studies, give that  
8 information to Congress, and let Congress then  
9 decide what they want to do with that.

10           And that's the system we live in in this  
11 United States. It has a lot of disadvantages, but  
12 there's a lot of good points for them too.

13           So the Ohio River has had a lot of  
14 needs. They have a lot of traffic there; a lot of  
15 shippers that don't have much choice as far as how  
16 the traffic moves there. So they've done a lot of  
17 improvements.

18           Their system in many cases is an older  
19 system than the Upper Miss also. So hopefully  
20 that answers that.

21           Barge industry pays its way, or  
22 subsidized and paid by taxpayers? The lock and  
23 dam operation is paid for from general revenues,  
24 from our tax dollars. The improvements that we're  
25 talking about here tonight would be paid 50/50

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1 from the trust fund that I just talked about,  
2 which is a tax on the fuel that the barge  
3 companies pay.

4 Fifty percent of the cost of improvements  
5 would come from the trust fund. The other 50  
6 percent would come from general revenues. So, you  
7 know, the taxpayers are paying for half. Barge  
8 companies are paying for the other half.

9 Then sort of a philosophical question  
10 here: Is the Corps of Engineers promoting  
11 employing itself by lock and dam systems? And I  
12 think the best answer there is: The Corps of  
13 Engineers does what Congress tells us to do.

14 In this case Congress has asked us to  
15 take a look at what the needs are for the next 50  
16 years in the navigation system. We're trying to  
17 be as objective as we can looking at the pros and  
18 cons, laying that back out for Congress.

19 Congress has also asked us to be  
20 regulators, issuing permits for boat ramps or to  
21 fill in wetlands and all that. We have large  
22 recreation areas. We have large flood control  
23 projects. Again, all things that Congress has  
24 asked the Corps of Engineers to do.

25 Can the Corps survive without lock and

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1 dam systems? Probably. It depends what Congress  
2 decrees. A lot of agencies have come and gone  
3 because Congress has said, "We don't need or want  
4 them anymore." The Administration has created new  
5 agencies.

6 I don't think we're dependent on lock and  
7 dam systems to exist. Hopefully we're more  
8 objective than that in proposing what this country  
9 needs.

10 Who wants to go next? Dave, do you have  
11 a question there?

12 CORPS PERSONNEL: Sure. Actually, I'm  
13 kind of splitting this one with Ken Barr from the  
14 environmental group, and I'll pass it off to him  
15 for the latter part of it.

16 Why do two or three barges show up at a  
17 lock all at once? It's part of the way the tows  
18 are processed on the system. I guess I take that  
19 as some of the scheduling too on the lock system.

20 Gary mentioned in his presentation that  
21 as part of the study, we looked at over 100  
22 improvement measurements as potential options to  
23 reduce delays to commercial navigation traffic.  
24 Ninety-two of those were what we called low-scale  
25 missions, less costly ones, and scheduling options

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1 was one of them we took a look at.

2           Through our team discussion we realized  
3 we have a lot of variability out in there in  
4 moving tows. To have some type of automated  
5 system, like air traffic control, we didn't feel  
6 was doable; however, under the existing operation  
7 of the locks system, there's what we term end-up/  
8 end-down.

9           It's already implemented as part of the  
10 system and will continue, and that's where you  
11 have several tow boats moving downstream in the  
12 same direction, and all those are pulled through  
13 the system together; not through back-to-back,  
14 because it's more efficient timewise to lock  
15 several tows going the same direction instead of  
16 doing what's called an exchange where you'd lock  
17 one. And maybe there's one downstream, and then  
18 you'd exchange it out and lock one through maybe  
19 upstream. That's less efficient.

20           So you will see three, four, five tow  
21 boats locked through going one direction before it  
22 switches out and allows it to lock with another  
23 direction. It saves time.

24           And the latter part of that question was:  
25 Does this cause more delays in a negative

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1 environmental impact regarding resuspension of  
2 sediments and turbidity? So I'll let Ken talk  
3 about that for a few moments on that issue.

4 CORPS PERSONNEL: In fact, as part of  
5 site-specific look at each of the lock and dam  
6 sites, we did identify where the primary and  
7 secondary waiting areas are, and if those are up  
8 against a bank or over a mussel bed, that's  
9 something that we're really concerned about.  
10 Those are the ideal candidates for having mooring  
11 facilities away from the bankline. So as part of  
12 our improvements we would recommend -- To avoid,  
13 minimize some of those waiting area impacts, we  
14 would put mooring cells or develop other areas for  
15 waiting.

16 And I guess it's fairly intuitive if we  
17 can lock through quicker, then, at least initially  
18 until we've readjusted. Again, there won't be  
19 quite as much sitting there and churning as it  
20 will only take us 55 minutes instead of 100  
21 minutes to lock through. So we would get some  
22 initial environmental good, I guess, out of having  
23 the extended locks there.

24 Maybe I'll just go on with my questions,  
25 Gary. I had a couple of questions.

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1           When will a cumulative environmental  
2 analysis be done? Early on in this study, as we  
3 went out in 1992-93 to the public, we were talking  
4 about navigation expansion and the effects of  
5 traffic on the system. But everybody came up and  
6 said, "Yeah, but what has the first 60 years of  
7 taking a free-flowing river, putting in a series  
8 of dams, and creating this lakelike environment  
9 done to the environment?"

10           When we first put in the locks and dams,  
11 basically the dams, it created extensive  
12 backwaters, some new side channels that weren't  
13 there before. But folks were very, very  
14 concerned, especially with sedimentation. And  
15 even though there was an initial boom for  
16 wildlife, waterfowl, fishes, and the likes, there  
17 seems to have been -- There appeared to be a  
18 decline in the fifties and sixties.

19           So what we did -- I think it was in March  
20 of 1995, then Coronel Cox -- is we basically stole  
21 a million and a half dollars from the engineering  
22 component of this study and said, "Use existing  
23 information and do a cumulative impact analysis  
24 that looks at what's happened to the first 50  
25 years of having the dam system, and then also

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1 project what will happen in the next 50 years."

2           So what we did is hired experts, like  
3 Gary said, in geomorphology, hydrology, and  
4 ecology. Dr. Knox is a geomorphologist from  
5 Madison. Dr. Nikoto is with the Institute for  
6 Hydraulic Research at the University of Iowa. We  
7 had a private contractor, West Consultants, that  
8 are experts in sediment transport, and then  
9 Dr. Steve Bartell from Oakridge was our  
10 ecologist.

11           Anyway, they spent about two years  
12 together. They got a whole series of aerial  
13 photos and everything that was in the vault.  
14 Basically we had aerial photos from the forties,  
15 from the seventies, and from 1989.

16           They looked at each of those. They  
17 identified areas where we were getting island  
18 loss. They identified areas where we were getting  
19 backwater sedimentation and siltation. They  
20 identified how much side channels we had in the  
21 forties versus the nineties.

22           And then, based on their expert opinion  
23 and knowledge of geomorphic processes, they said,  
24 "Which of these processes will continue in the  
25 next 50 years, and where, in each of those pools,

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1 can we anticipate continued backwater loss,  
2 continued erosion of islands, and so on and so  
3 forth?"

4           We feel that's a really important  
5 backdrop, because the idea here is: If bluegills  
6 are being ran over by tow boats today, and you  
7 have X amount of bluegill habitat, maybe that's no  
8 big deal. But if you're losing certain classes of  
9 backwaters and side channels that are really  
10 important to some fish, then maybe that same  
11 impact 20 or 30 years from now will be a bigger  
12 deal.

13           So the report itself has been completed  
14 and drafted. It went out to the EPA, Fish and  
15 Wildlife Service, and the DNR about two weeks ago,  
16 and they usually turn around their comments on  
17 that in about 45 days. The Corps will take those  
18 back and work with our contractors and consultants  
19 and then finalize that report, and then it will be  
20 available to the general public.

21           The second question is: Does habitat  
22 replacement really work? That's really good. You  
23 can't really replace what nature has done out  
24 there and what's taken thousands of years to  
25 create.

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1           In the mitigation process, once we  
2 identify an adverse impact on the environment, the  
3 mitigation process is first: Look at all those  
4 ways to avoid those impacts. If you go through  
5 all the avoidance strategies, your second step is:  
6 "Okay. If you can't fully avoid the impact, then  
7 look at how we might minimize the impact."

8           An example of this is if we have a really  
9 important plant bed that increased traffic is  
10 going to affect, perhaps we can avoid that by  
11 moving the sailing line over and then avoid  
12 impacts to that plant bed.

13           The second step is to minimize those  
14 impacts, if you can. So if you can't move the  
15 channel over because it's a fairly narrow piece of  
16 river, then perhaps we can put up some kind of a  
17 buffer; like create some kind of an abutment that  
18 will keep sediment from being resuspended and  
19 going back and affecting that plant bed; minimize  
20 those impacts.

21           Then the last choice is this replacement  
22 choice. If we can't avoid minimizing impacts,  
23 then we'll look at ways we might be able to  
24 enhance submerged aquatic vegetation in  
25 off-channel areas or attempt to replace that.

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1           Again, that's usually a third choice; not  
2 a first choice. And often there's a requirement  
3 not to replace one for one but replace one and a  
4 half or two for one because of the acknowledgment  
5 that when you create something, it's either going  
6 to take a while to establish itself, or it may not  
7 be nearly as successful as what nature gave us to  
8 begin with. So those are considered in our  
9 mitigation process.

10           That's all the questions I have.

11           MR. LOSS: Thank you, Ken. Economics has  
12 got a number of questions there. I hope we've  
13 grouped them a little bit so Rich can address them  
14 generally.

15           CORPS PERSONNEL: I have a couple of  
16 questions here that really follow the same theme.  
17 The first is: Are there cost-benefit estimates  
18 for a privatization option where the barge  
19 industry leases, maintains, and operates the  
20 system of locks? And similar to that, another  
21 question: What is the cost-benefit analysis on  
22 all public expenditures on navigation such as  
23 maintaining the channels, maintenance, and  
24 renovation of the dams and improvements in the  
25 locks?

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1           The Corps is currently spending  
2 approximately \$115 million to operate and maintain  
3 the Upper Mississippi - Illinois Waterway System.  
4 We estimate that there are benefits in excess of  
5 \$650 million a year that are generated as a result  
6 of that system being in place. These essentially  
7 are transportation savings that result as -- or  
8 are due to the lock and dam system. So I think  
9 that addresses the notion of a cost-benefit  
10 analysis on the expenditures.

11           Now, in addition to the operation and  
12 maintenance, there's the suggestion here about  
13 renovation. I think that's equivalent to what we  
14 would refer to as major rehabilitation;  
15 expenditures over and above what you would  
16 normally consider to be operation and maintenance  
17 expenditures.

18           Whenever the Corps pursues a major rehab  
19 job, there's always an incremental economic  
20 analysis that's performed to ensure that the  
21 benefits that are produced from that piece of work  
22 exceeded the cost. So we are doing a benefit-cost  
23 ratio on those.

24           Another question here is: What is the  
25 cost of not improving the system; the cost to the

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1 human environment, the environmental added costs  
2 to farmers and taxpayers? Essentially, the cost  
3 of not improving the system are the benefits  
4 foregone; the benefits that you don't capture as a  
5 result of making the improvements, specifically  
6 the benefits that were identified in the  
7 presentation earlier tonight. Those  
8 transportation savings would not be realized  
9 without the improvements, and those benefits that  
10 you don't capture really are the costs of not  
11 making the improvements. That's the economic  
12 component to this.

13           Now, additionally, the question addresses  
14 environmental. We're still working on a part of  
15 the overall analysis, and that piece that's still  
16 to be completed will address fuel emissions and  
17 accidents and spills as a result of traffic that  
18 the waterway will not be able to accommodate as a  
19 result of future congestion and how those areas --  
20 Fuel, accidents, and spills -- I guess that the  
21 major areas -- what will those areas look like if  
22 we have to put additional traffic onto the  
23 highways or onto rails? So we are addressing  
24 those areas in some additional studies that aren't  
25 complete as of now.

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1           The last question I have here is: Why  
2 not put more money into increasing the capacity of  
3 the rail system? Answer here is, I think, that  
4 the waterway system essentially is a public  
5 resource. We all own it.

6           The rail system, obviously, is  
7 different. That's a private enterprise. The  
8 Corps has no authority to delve directly into  
9 private resources such as the railroad system.  
10 The Corps' specific authority, as directed by  
11 Congress, is to maintain, operate, and to evaluate  
12 improvements to the waterway system.

13           UNIDENTIFIED WORKSHOP PARTICIPANT: So  
14 who should that question be directed to, then?

15           CORPS PERSONNEL: The questions of  
16 putting more expenditures into the rail system?

17           UNIDENTIFIED WORKSHOP PARTICIPANT: Yes.

18           CORPS PERSONNEL: I guess ultimately  
19 that's a question that needs to be directed the  
20 way of our elected representatives.

21           UNIDENTIFIED WORKSHOP PARTICIPANT: Did  
22 that go on the record, then? Is that there in the  
23 record?

24           MR. LOSS: Just ask it. The court  
25 reporter is getting it, yes.

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1           I guess one thing that comes to mind, as  
2 Richard's answering that, is that I've worked for  
3 the Corps for over 25 years and back in the  
4 seventies doing flood control projects, and we  
5 still do it. When there's railroad relocations  
6 involved, the federal government says the federal  
7 government will pick up the costs of that. So  
8 there is already federal dollars going into  
9 railroad systems.

10           Again, Congress has decided that's how it  
11 should be done. If it's a highway relocation, the  
12 local government picks it up. So on these things  
13 Congress is deciding where the money is going to  
14 go, and I think Rich's answer really addressed  
15 that there.

16           Bill, did you have a question yet? We  
17 got that one answered. Anyone else? Okay.

18           Questions from anyone else? If you can,  
19 again, use the mike so the reporter can get it  
20 recorded. We'd sure appreciate that.

21           MR. WIEDMAN: As we get questions from  
22 the floor, let me just say these are requests for  
23 information, such as we've had so far, or maybe  
24 clarification rather than just a rhetorical  
25 statement of your opinion. We'll move to that

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1 into the fourth and last part of the evening.

2           So what Gary will do is field your  
3 question and see who's best qualified to answer.  
4 Gary.

5           UNIDENTIFIED WORKSHOP PARTICIPANT: I  
6 think you did a very nice job of explaining who  
7 pays for this. I'd like to know who reaps the  
8 economic benefit of our taxpayer dollars?

9           MR. LOSS: Good question. Rich. I think  
10 that question has come up at all four meetings, so  
11 we'll see how Rich does tonight.

12           CORPS PERSONNEL: I think the answer to  
13 the question is that a number of groups share in  
14 the benefits that we're estimating here. The  
15 shipper, to some degree; the consumer of the final  
16 product, to some degree; the producer, to some  
17 degree; the farmer and users. I think I've  
18 already mentioned that.

19           So the answer is: It's a shared benefits  
20 by a number of publics.

21           UNIDENTIFIED WORKSHOP PARTICIPANT: Could  
22 you expand on that a little bit? Could you  
23 explain to me how the farmer benefits from that;  
24 how it's -- Is it mandated that the powers that be  
25 share some of the profit with them?

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1           CORPS PERSONNEL: The degree to which any  
2 group shares in the benefits that are produced is  
3 really a function of the marketplace.

4           UNIDENTIFIED WORKSHOP PARTICIPANT: Thank  
5 you. That's enough.

6           MR. WIEDMAN: Okay. Other questions?

7           UNIDENTIFIED WORKSHOP PARTICIPANT: Well,  
8 I have an ecological question. I think that  
9 there's a lot of presumptions here about the  
10 amount of water that's in the system. You know,  
11 everything you've said tonight, all these plans,  
12 other than Plan A, presumes that there's going to  
13 be sufficient hydrological action.

14           We are in a situation of global warming.  
15 There is -- This is a limited supply all over the  
16 planet, and the U.S. is not immune. Water  
17 supplies, water tables are declining; they're  
18 deteriorating.

19           MR. WIEDMAN: And your question is?

20           UNIDENTIFIED WORKSHOP PARTICIPANT: And  
21 the question is: What will -- How will your  
22 little plans from B on address the reality of what  
23 could happen? Again, what would inevitably happen  
24 again when what we had happen in 1988 happened  
25 again; that is, the drying up of the Mississippi

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1 in the lower regions? And it could be this time  
2 higher; you know, higher up. How is this going to  
3 really address this?

4 MR. WIEDMAN: How does the plan  
5 consider --

6 UNIDENTIFIED WORKSHOP PARTICIPANT: I  
7 don't think you can address the question. I'm  
8 interested in the answer, though.

9 CORPS PERSONNEL: Actually, the whole  
10 issue of global warming is a very interesting one;  
11 however, the cumulative impacts group that we put  
12 together, when we try to figure out what's  
13 happened to these lakes, rivers in the last 50  
14 years, Jim Knox actually was a geologist -- or  
15 geomorphologist. So he wanted the group to go  
16 back 20,000 years to try and understand why the  
17 river looks the way it does.

18 After some time the engineers and  
19 hydrologists had some patience with him, and they  
20 did go through the whole episodic global warming  
21 and so on and so forth as it relates to why the  
22 river looked like it did in the thirties before we  
23 put dams on it, and how that has some effect  
24 certainly as it relates to land use and runoff and  
25 sedimentation even in the last 50 years.

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1           Your question specifically is how we  
2   operate the lock and dam systems in times of  
3   drought, and with all of these plans you see up  
4   there, including the no-action plan, B, we really  
5   aren't considering alternative operating plans.  
6   We basically are assuming that we'll continue to  
7   operate the lock and dam system just like we are  
8   today.

9           So any problems we had in the past with  
10   drought, we would also have again. Bill, I don't  
11   know if you have anything specific. Do you go  
12   into a certain mode?

13           CORPS PERSONNEL: No. There's no  
14   difference; no difference in our operation.

15           CORPS PERSONNEL: So basically we're  
16   not -- I've heard the op people tell me this  
17   before, but the low-end dams are really not set up  
18   to store water.

19           It's not like on the Missouri where they  
20   hold headwaters and release it. These dams are  
21   not set up for that, so it is pretty much stuck.

22           MR. LOSS: One of the misconceptions is  
23   that our navigation dams can do something with  
24   flood control as far as holding back water.

25           There's so much water that comes down the

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1 Mississippi River that basically we just create a  
2 pool with it, and it passes on through. And  
3 thinking back to '88-89 in the drought period, on  
4 the Upper Mississippi we had no problem  
5 maintaining pools. There was enough water to keep  
6 going.

7           With the improvements we're talking  
8 about, whether they're 1200-foot locks or 600-foot  
9 locks, it really doesn't make any difference how  
10 much water is coming down the river. If we have a  
11 dry river, if we have really severe drought, we'll  
12 have that problem regardless of the plan that  
13 we're looking at.

14           UNIDENTIFIED WORKSHOP PARTICIPANT: I'm  
15 concerned about the size of farms in Iowa. We're  
16 losing small farms, and we're seeing the farm size  
17 increase, and it's really hard for young farmers  
18 to get started.

19           Does the Corps think it's appropriate to  
20 study how an increase in barge traffic will affect  
21 size of farms in Iowa?

22           MR. LOSS: We really don't get into  
23 that. We're looking at -- Picking up on some  
24 things that Rich said there, we're looking at what  
25 the delays are at the locks and dams and how we

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1 can reduce those delays, what the benefits are for  
2 reducing those delays really irregardless of how  
3 big the farmer is that produced the corn that came  
4 on the barge that comes through our lock and dam.  
5 So really we're not into that.

6 UNIDENTIFIED WORKSHOP PARTICIPANT: A  
7 question about TMDLs. Does anybody here know  
8 about TMDLs and how this is all going to interact  
9 with the Clean Water Act?

10 States are having to list the waters that  
11 aren't meeting their uses on an impaired waters  
12 list, and those -- and the Mississippi, parts of  
13 the Mississippi have been cited as not meeting  
14 water quality standards in their uses.

15 So what impact do you guys think that the  
16 TMDL process will have on barge traffic?

17 CORPS PERSONNEL: I'm not specifically  
18 familiar with that acronym. I'll mention one  
19 thing: We were concerned about contaminants and  
20 toxic resuspension. So we do have -- A lot of the  
21 models and the likes have looked at how our  
22 sediments are resuspended when a barge goes  
23 through a main channel, and then where those  
24 sediments go. But the vast majority of the  
25 system -- We'll talk about main channel sands,

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1 which really don't hold the contaminants like the  
2 silts do.

3           There are some chronic areas on the  
4 Illinois River that we have identified, and we'll  
5 be looking at existing information of the likes  
6 and discussing what the possible fate of that  
7 material will be with increased traffic.

8           Rich, did you have anything to add to  
9 that?

10           CORPS PERSONNEL: I guess the only thing  
11 I might add is there's a broad-based plan that was  
12 actually spearheaded by the Environmental  
13 Protection Agency, Clean Water Action Plan, and  
14 that plan specifically addresses that issue in  
15 terms of, as you mentioned, impaired waters and  
16 the states listing those. They're trying to  
17 identify those waters that are most -- not at  
18 risk, but most impaired and most in need of some  
19 kind of corrective action.

20           So it's being addressed but in basically  
21 another area, and the Corps of Engineers isn't a  
22 participating agency in that plan.

23           UNIDENTIFIED WORKSHOP PARTICIPANT: The  
24 Corps of Engineers has put together a very  
25 comprehensive report here this evening on why they

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1 would like to expand locks and dams to show the  
2 cost-effectiveness of sending our Iowa products by  
3 barge.

4           There are also studies that show that the  
5 rail system is really more cost-effective than  
6 barges, and I would like to know which entity has  
7 invited you to come to make this presentation, and  
8 if that same entity would not allow as much time  
9 and as much effort and as much probably taxpayers'  
10 money to get a report to us general citizenry on  
11 the rail system.

12           MR. LOSS: I'll let Rich address the rate  
13 issue, but as far as who invited us tonight,  
14 basically the study that we're doing, the 50-some  
15 million dollar study is authorized by Congress to  
16 take a look at changed conditions on projects that  
17 we operate.

18           And we operate the Upper Mississippi  
19 River - Illinois Waterway Navigation System, and  
20 as I said in the presentation, things have  
21 changed. We've got -- Tows are much longer, much  
22 more traffic, and so we're taking a look at that  
23 seeing whether we need to increase the capacity of  
24 the system or not. That's a matter of benefits  
25 and costs, and that's what we're analyzing.

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1           So as far as who invited us here to  
2 Des Moines tonight, we've got a series of seven  
3 public meetings. We have a system with the  
4 Governors Liaison Committee where there are five  
5 states which have a representative.

6           I introduced Jim Hall here tonight, and  
7 Jill Hall was one that said, "Please come to  
8 Des Moines to make a presentation so people in  
9 this part of the state have knowledge of what's  
10 going on in the navigation study."

11           UNIDENTIFIED WORKSHOP PARTICIPANT: Who  
12 is Jim Hall?

13           CORPS PERSONNEL: Jim Hall is with the  
14 Iowa DOT.

15           UNIDENTIFIED WORKSHOP PARTICIPANT: Jim,  
16 would you try to get some kind of group together  
17 to make a presentation on the rail system and what  
18 the benefit would be that way?

19           MR. HALL: Okay. I would love to do. I  
20 simply do not have the authority to do that.

21           I think, from a transportation  
22 perspective to Iowa, both a viable river  
23 transportation system and a viable rail  
24 transportation system is important to Iowa.

25           UNIDENTIFIED WORKSHOP PARTICIPANT: We're

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1 only hearing about the river system, and I think  
2 we should have some equal time on the rail  
3 system.

4 MR. HALL: I do understand we are only  
5 hearing about the river system. The Corps'  
6 authority only allows them to study the river  
7 system.

8 MR. WIEDMAN: So your question, I guess,  
9 ma'am, is: Who would be the authority to  
10 investigate to the same depth the railroad?

11 My understanding would be that would be  
12 an authorization through the Department of  
13 Transportation, them getting marching orders; is  
14 that right? Congress or the State government  
15 would authorize you to take a look at that?

16 MR. HALL: I think that is a good  
17 answer.

18 UNIDENTIFIED WORKSHOP PARTICIPANT: I'd  
19 also like to make an observation.

20 In our group that met, we had a great  
21 many farmers speaking out and environmentalists  
22 speaking out and combinations of the two.

23 There's a third group here, the  
24 corporations -- Cargill and ADM and ConAgra -- and  
25 those -- There was no participation from them. It

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1 makes me a little bit disturbed.

2 Are we being asked to participate and  
3 give our opinions and our comments on things, and  
4 then when it comes time for campaign finances, are  
5 the big corporations going to give their campaign  
6 contributions, and all our work is going to go for  
7 not?

8 CORPS PERSONNEL: Let me step back just a  
9 minute and answer or try to address one part of  
10 the observation that you made a little bit earlier  
11 about the railroads.

12 In doing our study in measuring the  
13 transportation efficiencies, which ultimately are  
14 the benefits for the various measures that were  
15 described here tonight, we have specifically  
16 considered the costs of moving various commodities  
17 by rail as well as the capacity of the rail  
18 system.

19 So it isn't as though rail has been  
20 ignored here. Rail was very much a part of the  
21 process of doing this evaluation of overall  
22 transportation efficiency.

23 It ties it in a little bit to what we  
24 said earlier in that while we do study aspects of  
25 the railroad, when it's all said and done, the

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1 Corps doesn't have any authority to recommend  
2 improvements or changes to the rail system, but  
3 the rail is studied when we make our benefit  
4 estimates.

5 MR. LOSS: As far as who's speaking at  
6 these public meetings, I guess I really can't  
7 address who's talking in the work groups or not.  
8 We've publicized these workshops as far and wide  
9 as we could.

10 Mailing lists to 2,000 newsletters went  
11 out, and so we've invited as many people as  
12 possible to come. We've tried to set up a format  
13 that encourages everybody can participate and be  
14 heard, and the Corps is deliberately staying out  
15 of the breakout rooms, because we don't want to be  
16 in there biasing the reaction.

17 So I'm not sure exactly who is talking  
18 and who's not. There's no plan there that  
19 somebody speaks and somebody doesn't. Hopefully  
20 everyone is being heard.

21 UNIDENTIFIED WORKSHOP PARTICIPANT: You  
22 mentioned earlier that mitigation costs will be in  
23 the final draft. Will that include the possible  
24 increase and monetary loss of the Gulf of Mexico  
25 fisheries and tourism caused by an increase in

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1 construction upstream in the Mississippi and  
2 increases in barge traffic and increased  
3 sedimentation from shoreline erosion?

4 I notice that your cost analysis here  
5 does not include any mitigation costs because you  
6 don't know what they are yet. Aren't we a little  
7 premature in putting down this chart at all  
8 without knowing those mitigation costs?

9 MR. LOSS: I'll take the first part of  
10 that and then let Ken follow up as to where we're  
11 headed with the system costs.

12 As far as the public meetings being  
13 premature, we hoped we would have more information  
14 tonight on the system costs than what we do. We  
15 were working on some of the economic issues. It  
16 took us longer than we thought.

17 Several months ago we made arrangements  
18 for the public meetings, all of the meeting  
19 locations, and it's a major logistical challenge  
20 to do that. We decided that we would go forward  
21 with the information that we've got, the  
22 alternatives we've got, and we would ask the  
23 public what you think about the alternatives, and  
24 we would all learn from that.

25 Again, we would have liked to have more

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1 information on the system environmental costs, but  
2 honestly, we just don't have it yet. In a couple  
3 months we will, and Ken, if you want to follow up  
4 with some daily field precedent.

5 CORPS PERSONNEL: Actually, the  
6 alternatives evaluation really is kind of a  
7 feedback process. Rich Manguno of the economics  
8 workgroup had to get done with this alternatives  
9 analysis you saw on this matrix in order to hand  
10 off to us how each of those alternatives might  
11 affect traffic in the future.

12 The biggest impact we're concerned with  
13 between the locks and dams is the impacts from  
14 increased barge traffic. Until we have the  
15 economic analysis complete, we really don't get a  
16 handle on: Are we going to go from eight boats a  
17 day in Pool 13 to ten boats a day in Pool 13?

18 Like you might have guidewall  
19 extensions. Are you going to go to eight boats a  
20 day in Pool 13 perhaps all the way up to 12 boats  
21 a day? Then I can take those numbers -- that's  
22 what we're doing now with my team -- and then  
23 determine or estimate what the environmental  
24 consequences of that are.

25 So this alternatives evaluation really is

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1 a feedback process, which you guys happen to be  
2 right in the middle of now. So we felt it was  
3 still important to come to the public.

4           You had a couple of points particularly  
5 about bank erosion and backwater sedimentation,  
6 and these are two of the resource areas of concern  
7 that we have studied. We've identified where on  
8 the system we're likely to see increased bank  
9 erosion as a result of increased traffic, and  
10 those has been mapped out for the entire  
11 Mississippi and Illinois waterway.

12           Our second step with that is to say: So  
13 what? If we do have erosion, are we losing bottom  
14 forests? Are we losing roost trees for eagles,  
15 heron roostings? Is it affecting a levee? Is it  
16 affecting a downtown park?

17           So we've used our DIS to overlay the  
18 erosion areas with the land use to get a handle on  
19 what would be impacted if we did have increased  
20 erosion here, and that's all that will be  
21 presented in the DIS, and in fact, we have some of  
22 that information here tonight, if you're  
23 interested after the meeting.

24           The second had to do with sedimentation,  
25 and both erosion as well as sediment resuspension

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1 from the main channel are potential contributors  
2 to backwater erosion. And so what we have done  
3 is, based upon the distance to the opening of  
4 backwaters and side channels from the sailing line  
5 as well as the types of material we find near  
6 these openings, if it's silt or sand, we've  
7 identified hot spots on the system where we think  
8 increased traffic will contribute to backwater  
9 sedimentation, and we will propose ways to help  
10 protect those areas in the future.

11 MR. LOSS: Did you mention Gulf of  
12 Mexico?

13 CORPS PERSONNEL: The hypoxia issue? Is  
14 that nutrient loading to the Gulf of Mexico and  
15 the likes?

16 That's not a specific component of this  
17 study. Again, for all of the Alternatives A  
18 through F, you see they are not proposing any  
19 changes in the way we operate the locks and dams  
20 themselves. So we don't anticipate any of these  
21 would make a difference in how nutrients basically  
22 are transported from the Upper Mississippi River  
23 to the Gulf of Mexico.

24 It's an important issue in other studies  
25 and other agencies, including the Corps, by

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1 looking at it also.

2 UNIDENTIFIED WORKSHOP PARTICIPANT:

3 You're saying that's not connected; that's not a  
4 part?

5 MR. WIEDMAN: That's not a part of this  
6 study, this particular study.

7 CORPS PERSONNEL: I certainly acknowledge  
8 that the flow of nutrients and water from the  
9 Upper Mississippi River to New Orleans is a source  
10 of nutrient loading and hypoxia.

11 UNIDENTIFIED WORKSHOP PARTICIPANT:

12 What's going to be the largest increased commodity  
13 going down that river? Why are we going to expand  
14 that navigation system?

15 This isn't artificial separation. We're  
16 talking corn and soybeans here. Come on. Where  
17 are the nutrients coming from?

18 CORPS PERSONNEL: Is that your question?

19 UNIDENTIFIED WORKSHOP PARTICIPANT: No.

20 I have one, but go ahead. You're up.

21 Absolutely.

22 UNIDENTIFIED WORKSHOP PARTICIPANT: I

23 just have a quick question concerning the  
24 estimates on total crop production. I have a  
25 booklet here that shows USDA numbers on soybeans.

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1           I work with the soybean industry. In  
2 1972 the U.S. produced 1.2 billion bushels of  
3 soybeans, and this year we're probably going to be  
4 close to 2.9. Looking at some of these estimates,  
5 I guess we've almost increased our production 150  
6 percent over -- since 1972, and looking at some of  
7 the estimates and some of the concerns, we're  
8 going to see that production trendline, I think,  
9 become a little bit steeper.

10           What were some of the considerations  
11 taken into looking at trendline production, yield  
12 productions? We're on the verge of making a  
13 3 billion bushel crop. This year I think we're  
14 going to be close to 2.9, like I said earlier. If  
15 we didn't have a drought in the eastern cornbelt,  
16 we would easily be at 3 billion bushels.

17           I guess, how steep is that production  
18 trendline, I'm curious, or what are some of the  
19 factors that went into it?

20           CORPS PERSONNEL: Your question is  
21 focused on yields specifically?

22           UNIDENTIFIED WORKSHOP PARTICIPANT:  
23 Essentially, yes.

24           CORPS PERSONNEL: For both corn and  
25 soybeans, the contractor that did the production

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1 and traffic projections for us looked at a couple  
2 of periods of time in trying to use history to  
3 project something about what might be expected in  
4 the future regarding yields.

5           There are two scenarios specifically that  
6 are evaluated in the report. One uses a longer  
7 period of time; about 25 years or so, I believe.  
8 It produces a somewhat lower slope to the  
9 projection line that you're talking about that  
10 would show what the rate of increase in the yields  
11 are.

12           They also developed another scenario that  
13 looks at a shorter period of time, and over that  
14 period of time, the actual yield growth has been  
15 more rapid. And that scenario, along with the  
16 longer-term scenario of 25 years to measure what  
17 the yields are, will both be evaluated ultimately  
18 in the study.

19           UNIDENTIFIED WORKSHOP PARTICIPANT: I'm  
20 just afraid that, looking at some of the research  
21 that's being done and some of the new production  
22 technologies that are out there, I think we're  
23 going to be doubling this crop sooner than most  
24 people expected, and we are concerned about  
25 surpluses right now.

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1           We have 300 million bushels over, I  
2   guess, surplus, and we need to move that somewhere  
3   in one form or another, be it value-added or  
4   whatever.

5           So I want to make that a part of the  
6   record, and I'm a little concerned and the soybean  
7   industry is concerned about conservative estimates  
8   on production. Thank you.

9           UNIDENTIFIED WORKSHOP PARTICIPANT: Could  
10   I do a follow-up question on that? I would like  
11   to also ask: What's the projections for  
12   government policy in commodity organizations  
13   succeeding at value-added activities; therefore,  
14   converting more of our bulk products into  
15   value-added activities that would actually be  
16   shipped by rail or flown by air to export  
17   markets?

18           I would be very concerned if we weren't  
19   equally optimistic on value-added as we are on  
20   increasing production. So what projections are  
21   you using for value-added that would reduce the  
22   amount of bulk commodities going down the river  
23   but still maintain export economies?

24           CORPS PERSONNEL: To try to capture your  
25   question -- I think I've got the thrust of it

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1 essentially -- is that the recent term, with  
2 respect to value-added developments, is  
3 essentially what the traffic projections and the  
4 production numbers ultimately are based on?

5           The report that specifically addresses  
6 the details of this is included on the web page  
7 and goes into some detail in explaining those  
8 particular assumptions that that's based on.

9           MR. LOSS: I think one of the things you  
10 mentioned there was as far as production rates and  
11 then the part of that's transported is the part  
12 that we're looking at. And one of the challenges  
13 we've had over the last year is trying to figure  
14 out how much of these commodities are going to be  
15 shipped.

16           And when we're dealing with grain from  
17 Iowa, there's a whole lot of choices there. The  
18 elevator is a choice. The farmer has a choice  
19 whether he processes it or he feeds it to hogs or  
20 he ships it to the Pacific Northwest or down the  
21 Mississippi.

22           In trying to make those predictions in  
23 how much is going to come down the Mississippi and  
24 is going to be shipped down there is what we've  
25 been working with. It's more complex than just

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1 projecting what the production rates are going to  
2 be.

3 UNIDENTIFIED WORKSHOP PARTICIPANT: One  
4 of the exciting things that happened in our  
5 group -- there was a real plurality of opinions --  
6 was some discussion on creativity and imagination.

7 So my question is: How much  
8 investigation in your research went into even  
9 asking the question of: Instead of expanding or  
10 modifying the river but studying and modifying the  
11 vessels, the barges that are actually on the  
12 river, and what were the considerations that went  
13 into making the choices about researching that or  
14 not researching it? You, obviously, didn't share  
15 that with us, if that was the case.

16 MR. LOSS: We talked about screening. We  
17 could be here for another four or five hours  
18 talking about that.

19 Dave or Denny, do either one of you want  
20 to give some insights into some of this?

21 CORPS PERSONNEL: Early on in the study,  
22 we got together with the Coast Guard, navigation  
23 industry, U.S. Fish and Wildlife Service, EPA,  
24 several State resource agencies, and we got  
25 together and did exactly what you're talking

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1 about. Anything was possible.

2 We said, "What can we do to get the  
3 traffic to go down the river faster?" We looked  
4 at our structures ourselves. We looked at some  
5 scheduling programs that Dave Tipple talked  
6 about.

7 We also looked at industry items. What  
8 could they do faster? And there's actually a lot  
9 of initiatives that the industry has undertaken on  
10 their own to decrease the amount of time it takes  
11 them to get through the system, because it's more  
12 money in their pocket. So we did look at that.

13 I have a report up here. There's a  
14 mountain of data in here, and it's available to  
15 anybody in this room or the general public. If  
16 you're interested in looking at that, we can get  
17 you a copy of that.

18 UNIDENTIFIED WORKSHOP PARTICIPANT: This  
19 is kind of a follow-up question to this gentleman's  
20 question and that gentleman's question. Who was  
21 the independent contractor who looked at the  
22 future commodities and its movement? Who was  
23 that?

24 MR. LOSS: Fossett & Associates, who  
25 subbed out grain projections, as far as

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1 transportation, to Sparks Associates.

2 UNIDENTIFIED WORKSHOP PARTICIPANT: Tell  
3 us who they are and what they do.

4 CORPS PERSONNEL: Jack Fossett &  
5 Associates was the firm that had the contract to  
6 do the traffic projections. They engaged a number  
7 of subcontractors to do specific commodity  
8 groups. They hired Sparks Company to do the  
9 projections regarding grain and agricultural  
10 products.

11 UNIDENTIFIED WORKSHOP PARTICIPANT: Would  
12 I be right in assuming that these are the people  
13 that are responsible for not contacting the  
14 economic development offices from Iowa and the  
15 other four states? Because that relates to your  
16 value-added question.

17 I asked this question before. They are  
18 the ones, and then you did not identify that  
19 yourselves? Because what they're talking about is  
20 a major part of the future.

21 I mean, Vilsack, that's his flag,  
22 value-added, and yet, somehow you seem to overlook  
23 this in particular.

24 CORPS PERSONNEL: Well, I don't believe  
25 that's actually the case. The study process

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1 involved representation from each of the five  
2 states on the economic coordinating committees.  
3 The states had the option or the ability to  
4 designate anybody that they wanted to participate  
5 in that process. So the --

6 UNIDENTIFIED WORKSHOP PARTICIPANT: It's  
7 oversight on somebody's part somewhere, but at any  
8 rate, they didn't participate. I talked to the  
9 Iowa Economic Development Office yesterday, and  
10 they were not contacted. They haven't been a part  
11 of this at all.

12 They did appear, however, at a summit, an  
13 economic summit that was put on by MARC 2000 about  
14 this very issue down in Davenport, and when the  
15 director gave his speech, you could have heard a  
16 pin drop in the place, and obviously, he wasn't  
17 invited back into the process.

18 I have a second question.

19 CORPS PERSONNEL: I guess just real quick  
20 I know Dick Viggers from the State of Iowa's  
21 Economic Development Office has participated in a  
22 number of meetings on the nav study as well as two  
23 of the other states' development offices. But  
24 certainly, for the economic supporting committee,  
25 the states have appointed other staff outside the

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1 development offices.

2 UNIDENTIFIED WORKSHOP PARTICIPANT: They  
3 didn't mention that to me yesterday.

4 Where is this stuff going that's going  
5 down the river? I mean, we have this vague notion  
6 and you tell us about how much is exported and all  
7 this, but in order for the public to have a grasp  
8 of what's going on here, we need to know more than  
9 it's just 60 to 80 percent corn and 10 percent of  
10 this and 10 percent of that.

11 Where is it going, and what is it doing?  
12 We're hearing --

13 MR. WIEDMAN: That's your question,  
14 Michael; is where is the product going?

15 UNIDENTIFIED WORKSHOP PARTICIPANT:  
16 Yeah. Where is that corn and soybean specifically  
17 going to? Where's it coming from? How is it  
18 being used and consumed?

19 CORPS PERSONNEL: I can give you rough  
20 percentages on that. The traffic that goes  
21 downriver, of the traffic that goes downriver  
22 about 70 percent of that winds up going to the Far  
23 East, Asian countries. The other 30 percent goes  
24 primarily to Europe and, to a smaller degree, to  
25 African countries.

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1 UNIDENTIFIED WORKSHOP PARTICIPANT:

2 Purchases? These countries are purchasing it?

3 CORPS PERSONNEL: Yes.

4 UNIDENTIFIED WORKSHOP PARTICIPANT: This  
5 is not foreign aid type things?

6 CORPS PERSONNEL: There may be a small  
7 component of aid in there, but it's essentially  
8 purchases.

9 UNIDENTIFIED WORKSHOP PARTICIPANT: I  
10 know there's an enormous number of federal  
11 agencies in New Orleans. I don't know what goes  
12 on at that seaport down there. But 70 percent to  
13 Asian countries?

14 CORPS PERSONNEL: That's an approximate  
15 percentage, yes. I think that's pretty close.

16 UNIDENTIFIED WORKSHOP PARTICIPANT: I  
17 have a third question. I guess I don't know who  
18 would take this one, but when you talk about "the  
19 system," exactly what are you talking about?  
20 Where does "the system" begin and end here? Does  
21 "the system" end on the banks? Does it include  
22 the tributaries?

23 CORPS PERSONNEL: I guess the answer to  
24 that question is it depends within the context of  
25 the specific question. Earlier we were talking

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1 about costs to maintain and operate the system.  
2 In that context "the system" is the Mississippi  
3 River above Lock 27 and the entire Illinois  
4 waterway.

5 UNIDENTIFIED WORKSHOP PARTICIPANT: To  
6 the banks up to the tributaries? I mean, we have  
7 a silt problem here, and most of that is coming  
8 down the tributaries.

9 Are the tributaries part of the system,  
10 or does it end at the bank?

11 CORPS PERSONNEL: In the corn groups  
12 part -- the system study considers corn not  
13 necessarily grown in between the bank lines. It  
14 depends on the question.

15 CORPS PERSONNEL: That's what I was  
16 trying to suggest earlier. It really depends  
17 specifically within the context of a specific  
18 question, "What is the system?"

19 CORPS PERSONNEL: Maybe, Mike, back to  
20 your question in the doorway earlier, which is a  
21 really good question, is: How might these  
22 alternatives induce farmers to change their land  
23 use on their land? I think that's a really good  
24 question.

25 I think a context for that -- and I don't

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1 have the numbers with me, but a good context for  
2 that is: Of all the agriculture production of  
3 corn and soybeans in a given state, how much of  
4 that actually does end up on the waterway today?  
5 Do you even have a rough estimate of that  
6 percentage, Rich?

7 CORPS PERSONNEL: From recollection Iowa  
8 is about 20 percent of the total productionwise.

9 CORPS PERSONNEL: So 20 percent of total  
10 production ends up on the waterway. If we have  
11 incremental improvement in efficiency to shave so  
12 much per bushel off of that 20 percent, will that  
13 cause farmers to make a decision to take land out  
14 of set aside or crop their lands differently,  
15 which would then, in turn, add to the erosion  
16 problem, add to the loss of grasses and prairies  
17 in the border areas, worms in the border areas? I  
18 think that's the gist of your question.

19 UNIDENTIFIED WORKSHOP PARTICIPANT: Also,  
20 the lady asked the question about nutrient  
21 loading, and to say that isn't part of this, when  
22 corn and soybeans are the major factor in this  
23 whole business of increased navigation, I think  
24 that's an appropriate question here.

25 CORPS PERSONNEL: It is an appropriate

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1 question, and I think we deserve -- we should give  
2 that more thought as we go forward.

3 UNIDENTIFIED WORKSHOP PARTICIPANT: Another  
4 lady asked about TMDLs. Now, every -- This is not  
5 a position statement or comment. This is a  
6 question.

7 Every stream in the state of Iowa is on  
8 the threatened endangered list because of nutrient  
9 loading, every one. And this lady and I and other  
10 people, three parties, are involved in a lawsuit  
11 against the EPA and the State of Iowa over TMDLs.  
12 This is directly related to corn and soybeans  
13 going down that river.

14 CORPS PERSONNEL: Again, the question is:  
15 With these incremental improvements and moving the  
16 commodities, will that induce a change in land use  
17 on the system?

18 UNIDENTIFIED WORKSHOP PARTICIPANT: No,  
19 that's not the question. Here's the question.

20 Why aren't worms and bacteria and other  
21 species in those fields included in this  
22 environmental impact study so that we can get a  
23 grip? There isn't a farmer in this room that  
24 doesn't think worms are essential to their  
25 process, but I think they're being misled. So why

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1 don't get this down?

2 I have worked for five years, and MARC  
3 2000 went along with this. And then on the last  
4 meeting of the Big River Partnership, they pulled  
5 the word "improve" out of the vision statement. I  
6 believe you were there up in Minneapolis.

7 They pulled that word in the very last  
8 meeting. We're no longer going to improve the  
9 biotic potential of watershed. We're going to  
10 sustain it. In other words, if there's no  
11 worms there now, well, fine. We don't need them  
12 in the future.

13 MR. WIEDMAN: We're moving more now away  
14 from what this focus is, which is question-and-  
15 answer, because we're getting outside of the scope  
16 of it.

17 UNIDENTIFIED WORKSHOP PARTICIPANT: Did  
18 you get the question? Why isn't that involved?  
19 Is it the banks? Is it the tributaries? Is it  
20 the docks, or is it -- Is everything else  
21 involved?

22 CORPS PERSONNEL: Where we draw the lines  
23 for potential impacts is where we think evaluation  
24 of these alternatives makes a difference. Is  
25 there going to be a difference in land use between

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1 no action alternatives and 22 locks on the  
2 system? Good question.

3 The second area we draw the line is:  
4 Where will increased traffic cause effects? There  
5 most of the impacts are between the bank lines.

6 We've added the bank erosion problem and  
7 terrestrial resources that may be affected by bank  
8 erosion, but our biggest concern is evaluating  
9 alternatives. Where might we see significant  
10 changes between one alternative and the other?

11 And that doesn't allow us necessarily to  
12 venture off into other real important questions  
13 that really aren't relevant to that decision  
14 between alternatives.

15 UNIDENTIFIED WORKSHOP PARTICIPANT: You  
16 get my question here? I asked this question for  
17 five years. I went down and talked to the head of  
18 Army Corps of Engineers and got blocked from  
19 getting on the boat. I wrote this question down  
20 twice on a piece of paper here at these meetings,  
21 and it didn't get read off.

22 MR. WIEDMAN: My sense is he answered the  
23 question. Maybe not to your --

24 UNIDENTIFIED WORKSHOP PARTICIPANT: I  
25 want the question to go to the higher-ups, and on

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1 the next round I need to have it addressed, and  
2 you best be ready for this.

3 MR. WIEDMAN: Well, he's addressed it to  
4 the degree he can. I think he's just answered  
5 your question. He's answered the question twice.

6 It's in the record. It will be  
7 reviewed.

8 UNIDENTIFIED WORKSHOP PARTICIPANT: One  
9 more question.

10 MR. WIEDMAN: As long as it's not another  
11 statement. We'll get into that in a minute.

12 UNIDENTIFIED WORKSHOP PARTICIPANT: We're  
13 talking about economic viability and environmental  
14 integrity. Is 2 percent of a fish's ability to  
15 spawn, you know, 2 percent increased mortality,  
16 now is that environmental integrity?

17 Where do we have it? Is it 3 percent?  
18 Is it zero percent? Are we talking getting a  
19 handle on where the environment on this ecosystem  
20 is right now and keeping it right there, or are we  
21 going to be satisfied with a little slide each  
22 year?

23 What does "integrity" mean? That's my  
24 last question.

25 CORPS PERSONNEL: We're concerned with

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1 it, and it comes down to a very difficult question  
2 of significance. What is the significant impact?

3 The 2 percent that you are citing has to  
4 do with of all the larval fish that we estimate  
5 are out in the main channel, on the average about  
6 three per cubic meter, and there's a lot of cubic  
7 meters of water out there.

8 We have certain estimates of densities of  
9 different species in the main channel. We  
10 estimate with the doubling in traffic that 2  
11 percent of all those larval fish in the main  
12 channel might be killed.

13 Now, the important biological question  
14 there is: What does a 2 percent loss of larval  
15 fish mean, since probably 1 out of 1,000 of those  
16 are going to survive to adulthood anyway? So what  
17 we've done is ecological modeling.

18 Actually, we have worked in the  
19 equivalent adult loss and recruitment foregone,  
20 and so what we do is work in life history of these  
21 species and some of all the larval fish out there;  
22 how much would survive to adulthood. So of a  
23 2 percent loss, how many survived to adulthood.

24 That gives Pool 13 -- With doubling of  
25 traffic you may see 60 less recruits in the year

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1 2030, and then we basically have a situation where  
2 we can compare that with how does that compare,  
3 perhaps, with the sports fishery? How does that  
4 compare with what the commercial fishermen are  
5 taking out? Is this a significant impact?

6 I can tell you that I think certainly for  
7 some of the fisheries' impacts we are going to  
8 definitely look at ways to minimize those impacts,  
9 and I think for some of those we are also going to  
10 be looking at ways to improve the habitat to help  
11 replace some of the those fish that will be  
12 killed.

13 For other resources, when you say a  
14 figure of up to 2 percent loss in the biomass of a  
15 certain plant bed, again, those plant beds were  
16 not threatening their ability to reproduce. They  
17 considered what happened to the tubers, the plants  
18 that come back up in same place regardless if we  
19 have 12 boats a day in Pool 13 or eight boats at a  
20 time in Pool 13. In that instance we're going to  
21 suggest that's not a significant impact.

22 So those are important considerations and  
23 part of the exact process we're going through  
24 right now.

25 UNIDENTIFIED WORKSHOP PARTICIPANT: So if

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1 you go species by species here, quantifying that,  
2 it makes no sense having cutoffs, since it's  
3 failing here. We know the difficulty of this  
4 project in trying to quantify this ecosystem.

5 MR. WIEDMAN: I'd like to make sure --

6 UNIDENTIFIED WORKSHOP PARTICIPANT: Is  
7 there going to be cutoff points? I need an answer  
8 to that question.

9 Is there going to be some kind of a  
10 standard? Is 2 percent going to be okay? Is 13  
11 percent going to be okay? How are we going to do  
12 this?

13 MR. WIEDMAN: I think that we've reached  
14 a point here, Michael, that you may need to talk  
15 to him directly.

16 UNIDENTIFIED WORKSHOP PARTICIPANT: I  
17 want people to hear this crapola. I can talk to  
18 him forever. I've seen him ten times in the last  
19 four years.

20 MR. WIEDMAN: The purpose of Session 4 is  
21 to give statements or --

22 UNIDENTIFIED WORKSHOP PARTICIPANT: I  
23 just asked it, didn't I? Again, at any rate --

24 MR. WIEDMAN: He's answered it to that  
25 degree.

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1 UNIDENTIFIED WORKSHOP PARTICIPANT: It's  
2 not going to get done, and you know it. You owe  
3 me an answer to that question.

4 MR. WIEDMAN: I want to make sure  
5 everybody else has a opportunity to ask for  
6 requests of information or clarification before we  
7 move into Session 4, which is coming up, and you  
8 can make a statement for the record, if you want.

9 Anybody else have a request for a  
10 factual --

11 UNIDENTIFIED WORKSHOP PARTICIPANT: Did  
12 you say at this point you don't have any  
13 estimations as to how increased traffic will  
14 affect emissions coming from the barges  
15 themselves?

16 CORPS PERSONNEL: We're actually working  
17 on that. I don't have the numbers right now  
18 today, but it is a part of the study we're doing.

19 That same handout that I talked about,  
20 the kind of traffic increase on the waterways,  
21 there are also estimates on how and where railroad  
22 traffic will increase on the system. And so we'll  
23 be looking at use and emissions for each of these  
24 alternatives both on the waterway as well as on  
25 trucks and trains.

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1           We're going to be concerned there with,  
2 well, in either one of these scenarios certain  
3 corridors basically cause the air quality to  
4 exceed some EPA standards that are set, because a  
5 lot of communities, especially waterways and I'm  
6 sure along some of the railroads, are wrestling  
7 really hard with quality standards.

8           That is an important part of the  
9 equation. We don't have that information today.

10           UNIDENTIFIED WORKSHOP PARTICIPANT: As  
11 far as the impact of any residual spills from  
12 diesel fuels or whatnot in the water from  
13 increased traffic, is there anything like that?

14           CORPS PERSONNEL: Paul can maybe talk to  
15 this a little bit, but we have looked at whatever  
16 records are out there on accidents and spills.  
17 There's not a huge amount of historic data on  
18 that.

19           We're doing our best to take that and  
20 look at if there is a correlation between traffic  
21 and accidents and spills and also prepare the  
22 historic data and present that to DIS, what we  
23 know about accident spills in the past.

24           UNIDENTIFIED WORKSHOP PARTICIPANT: Do  
25 you know if the traffic is increased generally

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1 will the traffic in diesel fuels on the river,  
2 will that be increased also, or is it going to be  
3 primarily grains and things like that?

4 CORPS PERSONNEL: Oh, I see. In terms of  
5 the commodity portions?

6 UNIDENTIFIED WORKSHOP PARTICIPANT: Yeah.

7 CORPS PERSONNEL: Petroleum products and  
8 the likes.

9 CORPS PERSONNEL: There's some increase  
10 in all of the commodity groups moving on the  
11 system. Grain, obviously, is the primary group on  
12 the system and represents about 60 percent of the  
13 total currently, but there are projected increases  
14 for the petroleum products as well.

15 UNIDENTIFIED WORKSHOP PARTICIPANT: Do  
16 you know at all what those increases might be?

17 CORPS PERSONNEL: Yes, but I can look it  
18 up in just a second here.

19 UNIDENTIFIED WORKSHOP PARTICIPANT:

20 Okay. Thanks.

21 UNIDENTIFIED WORKSHOP PARTICIPANT: I  
22 have a quick question about the study that was  
23 done on the slide that we saw, the six species of  
24 fish.

25 It was brought up in our session that

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1 those studies were done only on four 15-minute  
2 trollings behind barges; is that correct? How  
3 large were those single populations, and is that  
4 really a large enough sample population?

5 CORPS PERSONNEL: Actually, that trolling  
6 number that people have brought up, what we  
7 attempted to do -- it has never been done  
8 before -- but we tried to come up with a way big  
9 enough for a boat out there where we can drive a  
10 big net at the back of the barge as we went down  
11 the waterway to see how many adult fish were  
12 killed by a passing barge. We were out in the  
13 field for a little over 12 months, I guess, with  
14 that study.

15 We were able to get the gears working and  
16 some trolling done. In the end we were only able  
17 to do 53 events immediately in the back of  
18 barges. Of the 53 events immediately in back of  
19 barges, out of 53 events the nets were empty  
20 immediately on the barges except for one time, and  
21 that one time we got three gizzard shad.

22 So our challenge -- And that's where  
23 those four samples or the four fish come in; three  
24 gizzard shad, I guess it was. Our challenge is  
25 when you have 50 samples where you have no dead

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1 fish and then you have one sample where there's  
2 three dead fish, how the heck do you project that  
3 to the other 2,000 movements on the system?

4           So we realize we have a very small sample  
5 size here. We do know that a lot of species of  
6 fish exhibit moving out of the way. They move out  
7 of the way of the barge as it comes and, I think,  
8 avoid getting chopped up as adults.

9           We also know that at least three gizzard  
10 shad didn't make that trip. We also know that as  
11 the water gets colder in the fall, the fishes'  
12 metabolism slows down, and maybe they are more  
13 susceptible to entrainment.

14           So we really do think here we have a  
15 sense that adult fish are not going to be  
16 significantly impacted, but I think we're also  
17 going to identify the need for some additional  
18 sampling as a follow-along to that, because we do  
19 only have these 50 samples.

20           Now, all the other numbers on fish we  
21 saw, the 2 percent and all that, we're much more  
22 concerned with the larval fish, because they can't  
23 swim out of the way of the big barges. So  
24 basically what we did there is we scoured all the  
25 literature; we got larval fish densities from

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1 hydropower studies done in Pool 4 and Pool 8 and  
2 down around the Quad Cities. Any data we could  
3 find on larval fish densities in the main channel  
4 and on portions of the Mississippi, we pulled that  
5 altogether.

6           In addition to that, we put a crew out  
7 for two years. They sampled in the pool portion  
8 of Pool 26 down by St. Louis, and then in the open  
9 portion of the river by Pool 26 by Alton and then  
10 also went on the Illinois River near Alton.

11           And we went out from, I think it was,  
12 April through August. We did larval fish sampling  
13 there every week basically April through August so  
14 we could see -- and we have some fancy slides that  
15 weren't in Gary's presentation -- basically when  
16 the freshwater drum are going to be out of the  
17 system; when their larval fish are there; when the  
18 walleye are there; when the carp are there; when  
19 the catfish are there.

20           So we have density information that we  
21 use, and then that's the thing we run through and  
22 say, "If you have this one --" "If you have three  
23 of this species of larval fish per cubic meter,  
24 and you have an increase of four boats a day, how  
25 many of those are going to be killed?"

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1           So that's where we basically said, "With  
2 this doubling in traffic, you'd see a 2 percent  
3 reduction in number of larval fish." That's a  
4 general statement. We have this information for  
5 each species for each pool.

6           Then we said, "Well, so what? How much  
7 of those would have lived to be adults anyway?"  
8 And that's some of other numbers we have now, and  
9 to get to Mike's question: Is that significant?  
10 Again, the only way -- Since we don't have  
11 standing stock data on the Mississippi River, we  
12 don't have a real good handle on what the  
13 population of fish are on the Mississippi River.

14           For some small lakes that's a job the  
15 fisheries' biologists have been able to do. Even  
16 on the Great Lakes they did that to some extent.

17           On the Mississippi River, even though the  
18 Fish and Wildlife Service and the State have been  
19 sampling in some cases for 40, 50 years, we really  
20 still don't have a good standing stock. We don't  
21 know how many catfish are out there and what the  
22 carrying capacity is for catfish.

23           So to get to the issue of significance,  
24 it's hard to directly go to a population study  
25 and say, "A loss of 50 equivalent adults or larval

1 fish that aren't going to grow up into adults is  
2 significant." What we're attempting to do is say,  
3 "Well, how does that compare to what a bass  
4 tournament might take out in a weekend, which  
5 seems to be acceptable to society? How does that  
6 compare to what commercial fishermen might take  
7 out of this pool in a year? How does that compare  
8 to what the hydropower industry is killing  
9 elsewhere?"

10 We're trying to make those comparisons  
11 and coordinate --

12 UNIDENTIFIED WORKSHOP PARTICIPANT: How  
13 can you do that with only four samples?

14 CORPS PERSONNEL: We had 50 samples for  
15 adult fish. The other is based on all the  
16 existing literature as well as two years' worth of  
17 sampling for larval fish.

18 So we have numerous samples on the larval  
19 fish. It's not four samples. It was a long  
20 story.

21 UNIDENTIFIED WORKSHOP PARTICIPANT: But  
22 you never did find out how many larval fish were  
23 actually killed? That's all mathematical  
24 computation?

25 CORPS PERSONNEL: Yeah, unlike the adult

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1 fish. We could actually see them. They were cut  
2 up and caught in the net.

3 Those guys are so small there's no method  
4 out there for us actually to get them out of the  
5 river until they were killed. So we would have to  
6 come up with a modeling way to approach that.

7 UNIDENTIFIED WORKSHOP PARTICIPANT: So  
8 it's your best guess?

9 CORPS PERSONNEL: It's best guess. It's  
10 the best state-of-the-art methodology we have.

11 UNIDENTIFIED WORKSHOP PARTICIPANT: Just  
12 one very quick question here. Why couldn't we  
13 diversify? We've got this big surplus of corn.  
14 Why can't we diversify?

15 Take a little leap here. Think about  
16 hemp. A farmer could really get added value  
17 immediately with hemp; added value immediately.  
18 He can run his own farm. All the farms could be  
19 run nontoxic with diesel oil made -- diesel fuels  
20 made from hemp.

21 Just a little leap here. I know it's a  
22 really hostile subject here, but why do we have to  
23 have just a big surplus of corn, megaproduction  
24 out of less and less land, wrecking the land, more  
25 and more encroachment going on, erosion, and

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1 everything? There's no -- You don't need any  
2 inputs.

3 I know this is a question you can't  
4 address, because it really goes to the heart of  
5 what the U.S. stands for.

6 MR. WIEDMAN: Okay. I'll take that as a  
7 statement.

8 UNIDENTIFIED WORKSHOP PARTICIPANT:  
9 They'll do anything for war. They did it during  
10 WW II. They made them grow more hemp for hemp for  
11 victory.

12 Why not look upon this as a war? Huh?  
13 Let's declare war on these environmental  
14 terrorists. Let's do it. I declare it. I  
15 declare war. Let's all of us declare war. Let's  
16 have a war.

17 MR. WIEDMAN: Darcy, we've, obviously,  
18 moved into the statement period.

19 Let me get a handle on how many of you  
20 out there want to make a statement or read a  
21 position paper or get some idea of time. Okay.  
22 Take five minutes. I'll call one minute to go.

23 Again, there is no sign up. Come up and  
24 use that center mike. I think I'm going to move  
25 this one down the side aisle a bit.

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1           It's helpful if you identify yourself  
2 and/or your group. You don't have to. If you're  
3 just speaking for yourself, that's fine too. It  
4 just makes it easier for the recorder if you  
5 identify yourself.

6           (Brief recess.)

7           MR. WIEDMAN: Again, if you have a  
8 statement, if you have prepared material and are  
9 just summarizing it in your five minutes, please  
10 make sure you leave it with the Corps. Drop it at  
11 the reception desk area.

12          Okay. Who's got a statement?

13          MR. REED: My name is Peter Reed. I live  
14 in West Des Moines, Iowa, and I manage a joint  
15 venture half-owned by Iowa farmers through a  
16 cooperative, Agra Industries, and Cargill  
17 Incorporated.

18          The Upper Mississippi River is a great  
19 resource. The foresight of those with vision who  
20 conceived the project has been rewarded with a  
21 commercial transportation system where three modes  
22 compete to move goods to and from the upper  
23 Midwest.

24          The resulting prosperity of our  
25 agricultural heartland is the envy of farmers,

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1 consumers, and governments throughout the world.  
2 It is imperative that we protect America's great  
3 agricultural resource; fertile land normally  
4 blessed with adequate rainfall and a temperament  
5 climate tilled by well-educated farmers that are  
6 becoming more environmentally friendly with  
7 additional education.

8           There is no choice but to protect this  
9 resource, and we must maintain an environmentally  
10 sound, economically viable river system for our  
11 nation.

12           MR. WIEDMAN: Thank you, Peter. Next.

13           UNIDENTIFIED WORKSHOP PARTICIPANT: I  
14 work with an environmental group in Des Moines  
15 called Earth Care. I'm not sure I'm actually  
16 representing them, but I think they'll give me  
17 some support.

18           I'm just going to make a few comments  
19 because of my observations of the question-and-  
20 answer time. It was like there wasn't any way to  
21 penetrate the people from the Corps of Engineers.  
22 We have a lot of questions.

23           We feel like the project was undertaken  
24 with the concept that it was going to be built,  
25 whether it was Alternative B, C, D, E, F, or G;

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1 that whatever we said was just our way of trying  
2 to find some way to ask the questions that really  
3 need to be asked.

4 I would like to ask: Did you have these  
5 kinds of hearings when you dechanneled the  
6 Missouri River? And if you did, what were the  
7 answers?

8 I believe we're the people, the  
9 environmental people, and we're all environmental  
10 people. I hear everybody saying they're in favor  
11 of the environment, whether you're with the Corps  
12 or anyone else.

13 The man who just spoke, he wants to have  
14 environmental integrity; he wants vision. We need  
15 vision. We need to be looking more than 20 or 30  
16 years beyond. What will the crops be? What will  
17 the condition be?

18 We went ahead and we built the whole  
19 Saylorville Dam area. When we built it we knew it  
20 was only going to be 30 years; that it was going  
21 to be silted in. Did that stop us from building  
22 it? I went to that hearing and asked some of  
23 these same questions.

24 I went to the hearing about improving  
25 Interstate 235, and even the DOT, Department of

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1 Transportation, said right in their statements  
2 that the improvements were going to save five  
3 minutes to get from downtown Des Moines to the  
4 other suburbs in the west. Did that stop them  
5 from building it? Did they have vision? Was it  
6 the right thing to do for environmental  
7 integrity? Thank you.

8 MR. WIEDMAN: Thank you.

9 MR. RUSSELL: I'm Matt Russell, born and  
10 raised in Iowa. For a short time I lived out of  
11 the state and deliberately moved back to the state  
12 to be a part of Iowa.

13 What I say about Iowa could be said about  
14 any of the states in the Upper Mississippi River  
15 watershed. Some of them aren't just Iowa. You  
16 could substitute Minnesota, Illinois, South  
17 Dakota, Wisconsin.

18 Referencing one question that wasn't  
19 really addressed, the question about the small  
20 farms, the fact that the Corps didn't consider an  
21 important aspect of the fact that the river plays  
22 a complex and dynamic part of the whole watershed  
23 and beyond, to miss that piece and not even  
24 consider it, I think, says something about the  
25 study.

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1           Who benefits most from the expansion, and  
2   who pays the cost? Taxpayer dollars and natural  
3   public resources should not be used to subsidize  
4   industries and corporations who have little  
5   interest for public and national considerations.  
6   In the near future and in the long-term future,  
7   Iowa will continue to be a net exporter of food,  
8   but in the current system subsidized by public  
9   money and a willingness to sacrifice natural  
10  resource, including soil, wildlife, safe drinking  
11  water, Iowa is becoming a value subtracted state.

12           In the export economy Iowa is exporting  
13  raw materials, commodities, and transnational  
14  corporations are adding value that Iowa never  
15  sees. In return, Iowa imports products in a way  
16  that, again, takes financial assets out of the  
17  state of Iowa.

18           I find it indefensible that we would  
19  choose to intensify this system of dependence that  
20  keeps us from being the food capital of the world  
21  and makes us more and more the raw materials for  
22  food capital of the world, or in another way of  
23  putting it, the company town of transnational  
24  corporations.

25           Public dollars and public resources

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1 should be invested in real alternatives using real  
2 imaginations. Transnational corporations who have  
3 little public interest and little national  
4 interests should pay the real costs of doing  
5 business, which, obviously, includes environmental  
6 impact.

7 MR. WIEDMAN: Thank you. Next.

8 UNIDENTIFIED WORKSHOP PARTICIPANT: I'm  
9 not an environmentalist, and I don't represent any  
10 sort of special interests. I'm just a guy who  
11 loves the river.

12 When I was 18 I couldn't wait to get away  
13 from it, and I lived in Los Angeles for about  
14 seven years. When I came back I realized what I  
15 missed, and I just wanted to say that it seems to  
16 me that when you look at the costs of not making  
17 these changes to the waterway that you also have  
18 to subtract what you talked about, the economist  
19 talked about; the opportunity costs of not having  
20 the changes made, but I think that you also have  
21 to subtract the benefits realized from not having  
22 the changes made.

23 Those benefits, unfortunately, are not  
24 necessarily tangible. They can't have a dollar  
25 sign attached to them, but they are invaluable.

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1           I think there's a lot more people out  
2 there like me who haven't come here this evening  
3 but who feel the same way. One of their problems  
4 is that their interests are very diverse. They  
5 don't get together very often.

6           The special interest groups, they know  
7 each other. They have a common goal, and that  
8 goal is to realize profits, and that's a very  
9 strong incentive.

10           My incentive being here tonight was just  
11 to find out what's going on and finally to be able  
12 to hopefully play some role in stopping the decay  
13 of what is just a wonderful natural resource  
14 throughout my entire life, and I just want to  
15 continue to enjoy it; I want my kids to be able to  
16 enjoy it the way I have.

17           It just seems to me that people seem  
18 frustrated here tonight because they've said that  
19 the Corps has already decided what it's going to  
20 do, and I think they're right. I think this is a  
21 formality.

22           I'm sorry, but I wonder if the Corps has  
23 ever recommended to Congress that it not make any  
24 additional changes or spend money on the  
25 waterway. I just doubt that it has.

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1           The objectivity of the people involved  
2 here tonight has to be questioned, because in a  
3 sense we're pointing to a fox being the guardian  
4 of the hen house. You're going to receive your  
5 paychecks, and the people in the Corps are going  
6 to receive their paychecks by the projects that  
7 the Corps is engaged in. I don't see how you can  
8 overlook that.

9           I understand your frustrations. I'm sure  
10 you try to be objective, but I think also you have  
11 to realize that people are frustrated and they're  
12 jaded, and I don't see how they cannot ask that  
13 question here tonight. So I'm sure you're going  
14 to get hit with that again. I hope you're patient  
15 with it.

16           In the end I think what I want to see  
17 happen is I don't mind looking at the river and  
18 seeing a barge go down the river. It's kind of  
19 neat.

20           I sat up on my brother's property  
21 overlooking the river on Lock and Dam No. 9. I've  
22 seen the barges come down the river. It's a neat  
23 sight.

24           The river has a history of combining  
25 utility and recreation. It's my opinion that

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1 utility has been pressed to its limit at this  
2 point. You can't eat a fish out of the river  
3 without worrying about whether it's going to give  
4 you cancer. I think that's just a little  
5 ridiculous. That's all.

6 MR. WIEDMAN: Thank you.

7 UNIDENTIFIED WORKSHOP PARTICIPANT: I'd  
8 like to give some encouragement to this young  
9 man. Congress did just tell a Corps of Engineers  
10 project to stop. There are eight newspaper  
11 articles recently on this because the Corps did  
12 not take into account nutrient impact of the  
13 project.

14 I worked for 28 years trying to save the  
15 Chesapeake Bay before I moved here. It took 28  
16 years before we finally got Congress to do  
17 something and tell the Corps, "Stop. Do your  
18 study completely over, and you can't do this,  
19 this, or this because of the nutrient flux."

20 Hypoxia is a big issue for the Gulf of  
21 Mexico. If Congress will stop the Corps on  
22 projects that increase hypoxia in the Bay, sooner  
23 or later they're going to do it to stop hypoxia in  
24 the Gulf of Mexico too.

25 MR. STALL: Dean Stall. I farm for a

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1 living.

2 I think it's great our forefathers had  
3 the foresight to build the lock and dam system on  
4 the Mississippi River, and I think it's up to our  
5 generation now to improve it.

6 MR. WIEDMAN: Okay. Thank you.

7 MR. SAND: I'm Duane Sand. I'm a voter  
8 and taxpayer from Norwalk, Iowa.

9 The water belongs to the people. The  
10 river belongs to the people. The fish, wildlife,  
11 and living creatures of the river belong to the  
12 people.

13 The locks and dams of the Upper  
14 Mississippi and Illinois Rivers are an ecological  
15 disaster that must come to an end. Our public  
16 investment in redesigning the river to meet the  
17 needs of the barge industry is a foolish use of  
18 tax dollars. The only policy that can end this  
19 ecological disaster is to phase out the lock and  
20 dam system as soon as possible.

21 It's time to tell the navigation industry  
22 to redesign their equipment to work in a healthy  
23 river without locks and dams. The public will no  
24 longer modify the river to meet their needs.  
25 Instead, they must redesign their equipment to

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1 navigate undamed channels. If they're unwilling  
2 to retool for the 21st Century, the public should  
3 help expand the nation's rail systems to meet the  
4 transportation needs.

5 I endorse the no-action alternative in  
6 your current study. I also urge the Corps of  
7 Engineers to begin planning for tentative removal  
8 of the dams.

9 MR. WIEDMAN: Okay. Thank you.

10 MR. CLUMBY: Again, I'm Chad Clumby  
11 (phonetic) with the Iowa Soybean Association,  
12 public affairs director. The Iowa Soybean  
13 Association represents 8300 farmers in Iowa, and  
14 we have overwhelmingly endorsed Alternative H in  
15 seeing what that can do for the soybean industry.

16 I know we spoke earlier about the  
17 production we're going to see here in Iowa. There  
18 are value-added opportunities. Those value-added  
19 opportunities probably will not make a dent in  
20 what Iowa is able to produce.

21 Our farmers are using the best management  
22 practices. We're doing everything we can do to  
23 control the nutrient load into the Mississippi.

24 I'm an eastern Iowa boy and lived not too  
25 far from the Mississippi. I'm also a farm boy,

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1 and I know what our future here is looking at.

2           There's no question the farms are getting  
3 smaller, but they've been getting smaller since  
4 we've were able to -- the advent of the multiple  
5 plow. It's business, and looking at businesses  
6 there's margins involved, and I know many farmers  
7 on our border are facing bases that are one-third  
8 of the cost of a bushel of corn.

9           Can you continue to produce like that? I  
10 don't know. I don't believe so, but this is just  
11 one way we can address our surplus concerns. This  
12 is just one way we can address long-term growth.

13           I was in a group this evening, and a  
14 gentleman said, "What's \$1 billion compared to the  
15 \$10 billion we're going to be shelling out year  
16 after year now looking at a farmer relief  
17 package?" We're going to be -- If the Corps is to  
18 take this seriously and look at taking or  
19 implementing Alternative H, we're going to be able  
20 to address those long-term concerns. And I think  
21 that's what's most important, what we're talking  
22 about here; long-term viability of Iowa as an  
23 agricultural state and also as an environmental  
24 state.

25           We're finding the ways. We're using

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1 technology to control erosion. We're doing all  
2 the stewardship practices that we're expected to  
3 do as producers. So give us a chance to do what  
4 we want to do, and give us a chance to move those  
5 particular products. Thank you.

6 MR. WIEDMAN: Thank you, Chad. Next.

7 MS. MUNCH: I'm Lynn Munch, the vice  
8 president of the often-mentioned MARC 2000. I'd  
9 like to start out with introductory comments and  
10 go on to some specific comments about the study  
11 and last, but not least, make some environmental  
12 comments.

13 Barge transportation affects the lives of  
14 all citizens of the upper Midwest. It keeps rail  
15 rates, rates on coal lower, reducing utility  
16 bills; removes untold trucks off the nation's  
17 highways; reduces net fuel consumption and air  
18 emissions; and in some areas helps reduce gasoline  
19 costs at the pump by as much as 10 cents per gallon.

20 The American farmers' competitive edge in  
21 exporting grain has always hinged on efficient  
22 transportation; not being a low-cost producer.  
23 Our major competitors -- Argentina, Brazil, and  
24 China -- have made major investments in their  
25 transportation systems and are dramatically

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1 reducing their costs for moving grain. We must  
2 modernize ours in order to maintain our strategic  
3 advantage.

4 In that vein I'd like to also note that  
5 several farmers who would like to be here tonight  
6 are not attending because both the National Corn  
7 Growers and the Soybean Growers have regional or  
8 national meetings.

9 Currently barge companies pay 20 cents  
10 per gallon fuel tax to fund waterway construction  
11 improvements. To date the Upper Mississippi Basin  
12 has contributed 40 percent of the revenue annually  
13 into this fund but has received only 15 percent of  
14 disbursements. It's time to put back into this  
15 region the investments necessary to secure the  
16 future of the waterway transportation system.

17 In its current configuration the proposal  
18 that provides balancing the region, the greatest  
19 increase in future capacity, and still offers a  
20 justified investment is the one calling for five  
21 1200-foot locks on the upper, two 1200-feet on  
22 the Illinois River at LaGrange and Peoria, and  
23 five guidewall extensions on the Upper  
24 Mississippi. This is the alternative changes  
25 currently supported by the MARC 2000 board.

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1           The need for capacity during peak export  
2 times must be addressed. Average delays mean  
3 nothing when tows are waiting six days during the  
4 peak export times. We simply can't get our  
5 product to the export markets at good prices. It  
6 is important to move rapidly with these  
7 improvements, because it will take 12 to 15 years  
8 to complete.

9           The U.S. faces the threat of losing an  
10 even larger share of international grain and oil  
11 seed market if we do not keep pace with the major  
12 increases and transportation infrastructure  
13 spending now taking place in Argentina and Brazil.

14           MARC 2000 would also request the Corps  
15 evaluate the concept of new 1200-foot locks versus  
16 lock extensions with a backdrop of current backlog  
17 of deferred maintenance.

18           The Upper Mississippi region has over 300  
19 million in deferred maintenance. There should be  
20 considerable concern with extending existing locks  
21 when we can't even perform necessary maintenance  
22 on the 60- to 70-year-old structures.

23           Water transportation is the most  
24 environmentally friendly means of moving bulk  
25 commodities long distance. One barge carries the

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1 same as 15 rail cars or 59 semi trucks; thus, the  
2 movement of 100 million tons on the Upper  
3 Mississippi by barge keeps 1 million rail cars or  
4 4 million trucks away from our communities and  
5 available for more appropriate short-term  
6 movements.

7           Replacing the existing 600-foot locks  
8 with new 1200-foot locks and even extending the  
9 old ones will help the environment, not hurt by  
10 transiting tolls faster, saving fuel, and  
11 minimizing churning while waiting to lock  
12 through.

13           Over the last few years considerable  
14 efforts have been made to address environmental  
15 concerns with the river through the summit  
16 process. These efforts are ongoing and include  
17 water level management practices and minimizing  
18 practices, dredging placement practices, and  
19 watershed practices.

20           Corn farmers -- EPA concludes that 14  
21 percent of the rivers are impaired by nutrients;  
22 however, corn farmers have reduced the amount of  
23 fertilizer they apply to their fields by 27  
24 percent since the mid-1980s, and this continues to  
25 decline. Scott Favor in The Mississippi Monitor

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1 in July of 1999 stated, "Most of the problems  
2 facing the Mississippi River are not caused by  
3 barges."

4 The EMP program has constructed 24  
5 projects protecting or restoring 28,000 acres of  
6 habitat. With 12 more completed, a total of  
7 60,000 acres of habitats will be enhanced.

8 MARC 2000 and our members would sincerely  
9 like to thank the Corps of Engineers for holding  
10 these meetings when it was not necessary or  
11 required of them to do so.

12 MR. WIEDMAN: Thank you.

13 MS. NOISTAT: My name is Debbie Noistat  
14 (phonetic). I'm a teacher here in Des Moines, and  
15 I also volunteer for the Sierra Club.

16 I grew up in St. Louis, and a couple  
17 weekends ago I was back in St. Louis. And I  
18 crossed over 270, and there's a barge canal in  
19 St. Louis. And it looks nice and straight, and  
20 it's on the Illinois side, and it's got rocks on  
21 the side to prevent erosion, I guess.

22 And I want to do everything legally  
23 possible to keep the Mississippi River from  
24 looking like that, and that's what I think MARC  
25 2000 wants. They want a straight, 9-foot channel,

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1 whatever it takes to make those barges run. And  
2 I'm going to do everything legally in my power to  
3 prevent the river from turning into what I saw is  
4 the ideal barge canal.

5 I'm a biologist by training, even though  
6 I do pride myself on being a public school  
7 teacher. The U.S. Fish and Wildlife Service and  
8 UMRCC have both stated that you guys haven't  
9 studied enough; you haven't done the scientific  
10 studies needed to explain the costs that increased  
11 traffic on the river is going to cause. So I'm  
12 glad that these scientists have the guts to come  
13 out and say that some of this stuff is flawed, and  
14 that's what I think is meant by sound science.

15 The Sierra Club, Midwest Region has been  
16 attending seven public workshops the U.S. Army  
17 Corps of Engineers is conducting throughout the  
18 Upper Mississippi River region since July 26th.  
19 This series of workshops is intended to inform the  
20 public regarding alternatives being examined as  
21 part of the plan formulation process for  
22 potentially expanding navigation capacity and  
23 reducing delays on the Upper Mississippi and  
24 Illinois Waterway System. We've previously  
25 written to you regarding our concerns with the

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1 rush to judgment we see occurring with this  
2 process.

3           We have two additional observations  
4 regarding the plan formulation process and the  
5 public workshops. First, we've discovered, only  
6 because we've attended several workshops  
7 personally, that a period set aside for questions  
8 to be forwarded to attending Corps personnel is  
9 being manipulated, according to people who have  
10 seen these hearings before.

11           After the introductory slide show,  
12 attendees are broken into small groups for  
13 discussions and to ask questions, and they believe  
14 these questions -- those questions that cannot be  
15 answered within small groups are to be written  
16 down and submitted to the workshop leadership to  
17 be answered when the groups recombine in the  
18 auditorium, or so the attendees are told.

19           Actually, it's a set of prepared  
20 questions. Is there a set of prepared questions  
21 drawn up by the Corps personnel, and are those the  
22 ones that are actually being answered? All our  
23 written questions are set aside to be answered as  
24 a part of the written record of the meeting unless  
25 this individual happens to get up and have enough

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1 guts like I do during a verbal question-and-answer  
2 period and ask the question.

3           This is misleading to the public and is  
4 generating serious concerns on the part of the  
5 public regarding the trustworthiness of this kind  
6 of process. Additionally, it raises the question  
7 of when an individual may ever get their question  
8 answered unless the Corps is planning on releasing  
9 to all who attend the full record collected from  
10 all the workshops with all the accompanying  
11 questions answered.

12           Second, and quite obviously, throughout  
13 the initial four meetings, there is a "rush to  
14 judgment" we refer to our in our previous letter.  
15 We point out that all parties to this issue are  
16 misled by the failure of the workshops and the  
17 publicly released preliminary national economic  
18 development plans to include system environmental  
19 costs.

20           We are supported in this by the  
21 observations of numerous organizations including,  
22 among others: Quasi-governmental bodies, such as  
23 the Quad City Chamber of Commerce; nongovernmental  
24 organizations, such as MARC 2000 and the Illinois  
25 Corn Growers; and businesses, such as Alter Barge

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1 Lines, are stepping forth and endorsing a  
2 particular alternative.

3           This may have serious consequences for  
4 the U.S. Corps of Engineers publicly and legally  
5 as the process for selecting any alternative,  
6 including without project, moves to the governors  
7 liaison committee meetings in August and  
8 November.

9           Proposal H, as presented at the  
10 workshops, which includes 1200-foot locks at Lock  
11 and Dams 20-25 plus Peoria and LaGrange on the  
12 Illinois and guidewall extensions at Locks 14 to  
13 18 presented with a cost/benefit ratio of 1.04  
14 to 1 is drawing the most attention. It is also  
15 among the most vulnerable to dropping with system  
16 environmental costs inputted. NED discussions  
17 without system environmental costs are creating a  
18 serious legitimacy problem for the process.

19           We're urging you to postpone the  
20 governors liaison meeting scheduled for August 16th  
21 and 19th. Postpone the planned December 1999 date  
22 for the forwarding of an initial recommended plan,  
23 build in new public workshops upon completion of  
24 the system environmental costs, and establish new  
25 realistic dates for an IRP for sometime in the

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1 second quarter or third quarter of 2000, after  
2 full public discussion of alternatives with full  
3 disclosure of costs and benefits.

4 That's the statement of the Sierra Club.

5 MR. WIEDMAN: Thank you. And I'm  
6 assuming you're going to provide copies. Again, I  
7 ask all of you that have prepared statements, make  
8 sure the Corps gets a copy of that.

9 UNIDENTIFIED WORKSHOP PARTICIPANT: I too  
10 am from St. Louis and know the Noistats and all  
11 sorts of farmers on the Missouri as well as the  
12 Mississippi.

13 What bothers me here is to listen to Lynn  
14 do the old North-South debate in terms of the  
15 Upper Mississippi River and the rivers in South  
16 America. Who owns the barges? Follow the money.  
17 Those people would not be down there, would not be  
18 funding it down there unless it was a tremendous  
19 financial opportunity that would be borne on our  
20 back, as all of this is. Thank you.

21 MR. WIEDMAN: Thank you.

22 Additional statements, comments, issue  
23 papers?

24 MR. BRIGHTBACH: My name is Michael  
25 Brightbach (phonetic), and I'm a long-standing

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1 member of Mississippi River Revival. I'm  
2 representing myself tonight.

3 I want to thank you guys for doing the  
4 job you're doing. I understand the kind of  
5 pressure that's put on you to not take a position  
6 yourself. It's hard to say what your actual  
7 sentiments are.

8 Hold on to your shorts, because when you  
9 go to Wisconsin tomorrow night, you're going to  
10 find an even rougher crowd. And if you do live  
11 through that and make it up to Minnesota, I do  
12 believe that a couple of you are going to be asked  
13 to tag team wrestle with Mike Davis and the  
14 governor of Minnesota.

15 I know that you're asked to do a very  
16 succinct study on traffic on the river, and I know  
17 that Congress has asked you to do this. It's  
18 pretty hard to follow the chain of command here  
19 sometimes. You can't point at anyone and say,  
20 "This is what we'd like to do," or, "Why aren't  
21 you doing this?" And you guys are saying, "Well,  
22 we're only authorized to do this much."

23 It's not simply a matter of: How fast  
24 can we move this down the river? There are some  
25 real complex cultural questions going on here.

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1           This is not just about making money.  
2   This is about this country being a leader in the  
3   world. A leader of what? A leader of: How do we  
4   do the right thing? We don't stand back in  
5   Bosnia. We sit there and argue about it. Are we  
6   going to get involved in Bosnia, or are we not  
7   going to get involved in Bosnia? Are we going to  
8   side with guerrillas in Nicaragua, or are we going  
9   to help the establishment in Nicaragua?

10           This is a complex question. What's in  
11   that barge going down that river? It has huge  
12   ramifications.

13           As I said, in earlier questions, they  
14   were asked in earlier questions: What is going to  
15   happen to this stuff? Is it going to make a  
16   better world? Are we making more and more high-  
17   fructose corn syrup from corn so we can make  
18   people happier and give them diabetes? Are we  
19   actually feeding poor people, or are we feeding  
20   grain to animals so it can get turned into meat  
21   for a burgeoning middle class in China and other  
22   third world countries where they now have free  
23   enterprise not to be confused with capitalism?

24           It is my hope that you are going to go  
25   back, and some day I'm actually going to see

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1 this -- I've been asking for years. This study  
2 has at least to be widened to include the farmland  
3 in which this grain is being produced.

4           You want to talk ecosystem? Let's talk  
5 about all of it and stop tagging people as  
6 environmentalists, because that's such a negative  
7 thing. We are ecologists looking at an ecosystem,  
8 and you can't call the river from bank to bank the  
9 ecosystem. You have to look at the larger picture  
10 here.

11           And I understand that it's not you as  
12 individuals. I don't know who I'm addressing  
13 here. Am I addressing the president of the Army  
14 Corps of Engineers? Is this where this is going?  
15 Am I addressing the President of United States  
16 here? Who am I addressing? It gets a little  
17 foggy, a little thick.

18           You know, in 1994 when the Corps came to  
19 Dubuque, 300 people spoke against that, and three  
20 people spoke for expansion of navigation. My  
21 question was the same as the lady's earlier:  
22 Where's the people that want this here? How come  
23 the corporations aren't here?

24           I do believe the gentleman before me  
25 answered part of that question: Follow the

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1 money. It's the same people down in South America  
2 that own the barge lines down there that own the  
3 barge lines up here. They just keep us busy  
4 fighting each other trying to decide whether the  
5 farmers are right or the environmentalists are  
6 right. In the meantime they just keep making the  
7 money.

8           You're going to have to rein the business  
9 of science in here. I'm involved in my education  
10 in social sciences, and that was perhaps even more  
11 difficult to quantify, to try to use statistics.

12           You can't just go out and do these  
13 ecological studies without having some way of  
14 determining what they mean, and you can't wait  
15 until after you've gathered it to determine it.  
16 You've got to set some goals ahead of time. There  
17 is a clear lack of this.

18           I know it's not the federal government's  
19 business in a free enterprise system to get  
20 involved with determining for people what they can  
21 buy or sell, but we do get involved with the issue  
22 of poison; and we do get involved with the issue  
23 of fairness, and we have to support the people who  
24 are the backbone of this country: The people that  
25 are working the land.

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1           They come first. They're the ones that  
2 feed us, and they need an opportunity to grow some  
3 crops where they don't have to bust their buns to  
4 wonder if they're going to make it. We have to  
5 give them alternatives and not set them against us  
6 because we don't want dirty water.

7           MR. WIEDMAN: Thank you, Michael.

8           MR. RICHARDS: I'm Jim Richards, member  
9 of the board of directors, Iowa Corn Growers  
10 Association.

11           There have been many eloquent speeches --  
12 I hate to use the word -- on both sides, but  
13 different points of views tonight, and I  
14 appreciate the fact we've all come together to  
15 study this problem.

16           We, as Iowa corn growers, support the  
17 expansion of the lock system. We're firmly  
18 transferred to the MARC 2000, and we feel like  
19 there's enough room for the resource to handle the  
20 increased river traffic. Heaven knows we're going  
21 to have to increase the commodity to put down the  
22 river as well as what was suggested in the  
23 value-added portion. Some of that may very well  
24 go by river too.

25           I'll keep my comments very brief, but we

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1 do support expansion of the system. Thank you.

2 MR. WIEDMAN: Thank you, Jim.

3 Other comments; statements? Well, seeing  
4 nobody jumping up and running to the mike, I guess  
5 I'll draw the evening to a close and encourage you  
6 to turn in your comment sheets. Please take  
7 advantage of the research papers.

8 Thank you for being a part of this. I  
9 know it's added to a long day, but we appreciate  
10 your involvement. Thank you.

11 (Workshop concluded at 10:12 p.m.)

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## 1 C E R T I F I C A T E

2 I, the undersigned, a Certified Shorthand  
3 Reporter of the State of Iowa, do hereby certify  
4 that I acted as the official court reporter at the  
5 public workshop in the above-entitled matter at  
6 the time and place indicated.

7 That I took in shorthand all of the  
8 proceedings had at the said time and place and  
9 that said shorthand notes were reduced to  
10 typewriting under my direction and supervision,  
11 and that the foregoing typewritten pages are a  
12 full and complete transcript of the shorthand  
13 notes so taken.

14 Dated at Des Moines, Iowa, this 12th day  
15 of August, 1999.

16

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20 CERTIFIED SHORTHAND REPORTER

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